

SHIP TONNAGE PILES
UP; BILLIONS GO OUT

Continued from First Page.

his fellow architects have not run out of Utopianism.

As it stands the edifice is entitled to be styled "the house that Hurley built." It had some assistance, but not a great deal.

Mr. McAdoo, for instance, laid the cornerstone.

Mr. Daniels gave a little aid in the interior and exterior decorating.

Mr. Wilson looked the rising structure over occasionally and went away to Europe without saying anything.

But from the time of the cornerstone laying Mr. Hurley has been in complete charge. On the historic occasion referred to he seems to have drawn an inspiration from Mr. McAdoo's words that has been with him ever since.

Mr. McAdoo was operating the railroad. It was before the creation of the Shipping Board, and the Director-General therefore was not peering on Mr. Hurley's preserves when he cast an eye in the direction of ocean control. Indeed, the question of ships probably had not entered into Mr. Hurley's life at that time.

McAdoo's Pioneering Views.

Mr. McAdoo outlined what is supposed to have been the government's policy toward shipping. Our "pioneering" upon the seas, he announced, must in the future be done by an interest.

That would have boundless resources; that would not be compelled to concern itself with dividends to its stockholders or returns to its bondholders; that could afford to suffer losses and sustain them for an indefinite period; that would have but a single purpose—the general welfare of the United States.

Obviously, as it was pointed out, there is but one such interest—the Government of the United States.

Here, then, is the corner stone upon which Mr. Hurley has built his edifice, and upon which the whole rest of the structure will fall in a ruin of rainbows.

But Mr. Hurley clings to his corner stone and to the sentiments attached to it. The casual beholder of Utopia, Unlimited, sees out in the rose colored facade of that imposing structure Utopia, Unlimited's motto:

Not Happy Till They Get It.

The words are stamped on practically everything that is stamped upon in the world. It has done. They are stamped on everything it proposes to do. The lettering is not always decipherable at first glance, but it is there.

Both in deeds and words Mr. Hurley has indicated his belief that the American people will not be happy until they have a vast merchant fleet, second to none. They may not know they need it, but they do. They may not like the price, but they do. The American laws may make the profitable operation of American ships on a competitive basis impossible—forget that, too. Government operation—never mind that; just get business for those ships who are going to have.

Or, put it in Mr. Hurley's own words as duly chronicled by an interviewer: "The casual beholder of Utopia, Unlimited, sees out in the rose colored facade of that imposing structure Utopia, Unlimited's motto: 'Not Happy Till They Get It.'"

"What is that real, vital problem?" I asked.

"Finding the cargoes to fill all those ships," snapped the chairman of the United States Shipping Board.

What the People Think.

By the "concrete people" Mr. Hurley, it may be taken, refers to the involuntary shareholders of Utopia, Unlimited—the producers of the "boundless resources" that can afford to suffer losses and sustain them for an indefinite period. But what are the complaints from this far reaching class who he calls "the concrete people"? Here are a few that may be among them:

That Mr. Hurley, when questioned on such subjects as the government's policies on shipping, in which, incidentally, the "concrete people" are interested to the tune of \$3,000,000,000 (so far), answers that those are not the things that are bothering him now; that the big thing is to get work for the new ships to do.

That, in order to fill the new ships are useless unless markets are provided for the goods and that new markets will not be created automatically by a deluge of new tonnage without heed to the laws of supply and demand.

That instead of effecting conditions that will aid American shipping the government is fostering circumstances that may force American ship owners to retire from business to escape ruin, or to transfer their belongings to foreign registry to make profitable operation possible.

That the Administration's failure to announce anything in the nature of a definite and comprehensive policy toward the future of shipping has, in addition to unsettling the shipping industry, plunged business generally into a state of uncertainty as to the future of foreign trade.

Drain on Public Purse.

That Government operation of shipping at a loss means an indefinite drain upon the public purse for an indefinite period.

These are a few of the concrete complaints heard today. To balance them the Government should state the theories.

Before Mr. Hurley sailed for Europe recently he parried a direct question as to whether he favored Government ownership with a smiling:

"I decline to answer."

But Government ownership and operation are written into many of his public utterances. Three words are typical, and it is significant that in each successive declaration the sentiment was progressively more pronounced. Speaking last summer, he said:

"Before the war ocean commerce travelled in bottoms owned and operated by private capital. Now this gigantic merchant fleet which we are turning out is

to be controlled by one central body—the United States of America."

In September he stated:

"We must go out over the world and give to other nations the peaceful service which in the basis of world trade. We must take the lead years with the fat years in shipping, and instead of theorizing about the difficulties and limitations show our determination to keep a merchant marine intact as a basis for commerce in times of peace and a protection in the event of war."

For a Permanent Fleet.

And in October:

"The United States Government is building a great fleet of merchant ships for permanency. The project to build was conceived in the emergency of war, but it has never been intended, nor is it intended now, that this great movement should cease when the war is ended."

It remained, however, for Secretary Daniels to put the capstone on the edifice of nationalization when, speaking in Philadelphia, October 15, he declared:

"We have begun to build ships and we have just begun. The Government must continue to build, continue to operate and carry the ever increasing products of our farms and factories to the ends of the earth."

"The only problems we have to solve are how to build the best ships and what is the best plan of operation. No man now living will see, unless wisdom departs from us, the Government retire from the business of building and operating cargo carrying ships."

"The Government will build ships, pioneer new routes of trade, guarantee freight rates at cost to introduce American goods and enjoy a fair share of the carrying trade of the world."

Cost of No Consequence.

Here, then, between the lines of the utterances of the Government's own spokesmen it is written that the war emergency fleet must be made a peace permanency; that the Government must build ships and more ships and run them, and that cost is a matter of no consequence. What policies are to be followed to make all these things possible on an economic basis that will bring benefit to the nation commensurate with the billions upon billions expended have not been divulged. And those are the policies upon which enlightenment is vital.

There has been no lack of theories that touch at isolated points of the main issues. Mr. Hurley has furnished most of them. Among the solutions suggested are:

Standardization of seamen's wages, to put other nations on a par with the United States in the cost of manning their vessels.

Quantity production of mercantile tonnage and speed output to offset higher costs of American shipbuilding.

Quick turnovers and improved methods of handling cargo to counterbalance greater operating expenses.

"Roaming the oceans out of the vessel in a few hours" (apt pneumatic artificial aid).

Staterooms and baths for crews.

Permanent offices in large foreign shipping and business centres to handle American marine interests.

International cooperation, with a possible division of the world's trade routes among the various nations.

Hit in Standard Wages.

Mr. Hurley's suggestion for the standardization of wages, made just before he sailed for Europe, received the approval of foreign seamen. In other quarters its reception was different. Andrew Furuseth, head of the Seamen's Union in this country and joint author of the La Follette Seamen's Act, promptly followed Mr. Hurley abroad, announcing that his mission was to oppose the scheme. European comment was that the adoption of the plan would mean standardization upward for every nation except America. And in this country the point was made that to place all seamen on the same wage level would put the American sailor at a decided disadvantage, in that his pay would not go so far as the others, because of the lower living costs in other countries. It was also pointed out that standardization of seamen's wages must lead to a standardization of the pay of dockers and all the many other classes of labor connected with the shipping industry.

Mr. Hurley's claims of advantages for American shipping through improved systems of production, management and cargo handling would be speedily nullified by the adoption of similar methods by other countries.

International cooperation would be dependent for its success upon the universal voluntary abandonment of competition. Even the League of Nations is not looking for that.

Hint of Government Plans.

But the projects outlined are only footling affairs compared with the margin of opinion of Utopia, Unlimited. Mr. Hurley gave a hint of what the rainbow makers had in view when he said a few months ago:

"While it is hardly possible that this Government will ever advocate such rigid supervision over common carriers in peace time as is prevalent in Europe, nevertheless our Government is working on a system of preferential rates for through shipments in connection with the development of the American merchant marine."

The indeed is a potential basis for bubble blowing. Link Government ownership of shipping with Government operation of railroads, throw in Government control of mail, telephone, telegraph, aircraft, cables and wireless, and Utopia, Unlimited, would have created a weapon of tremendous economic possibilities; practically every means of trade communication merged in a colossal trust of trusts under Government guidance. Here indeed would be a source of limitless political possibilities that

would come nigh to creating a nation of office holders—a pleasing pendant to that vision of a "cooperative commonwealth" drawn for England by Sir Leo Chiosso-Money, formerly Parliamentary Secretary to the Ministry of Shipping.

What the Shipper May Expect.

With Utopia, Unlimited's bubble full blown, the Government would be in a position to say to the American shipper:

"Export your products in American bottoms and we will give you a preferential rail rate from the point of origin to the point of shipment by sea. Not only will you supply cargoes to keep American tonnage in active service, but you will be in a position to lay your goods down overseas at lower prices than those who, by reason of shipping in foreign bottoms, must pay the full rail rates."

But the bubble already has shown indications of approaching collapse. Add to Mr. Hurley's preferential rail rates that Mr. Daniels' ocean freight rates at cost—rates that fluctuate to a degree that would baffle even Government statisticians—and the already tottering economic structure must buckle under the strain. What the shipper might gain in reduced shipping rates on the one hand, he must more than lose on the other through taxation necessitated to make up the losses entailed by Government operation. National control of sources of commercial communication already has begun to relax. With its passing will fade Utopia, Unlimited's greatest dream.

One by one the theories are being swept into the discard. What will take their place? Mr. Hurley is about due back from Europe and his study of world shipping problems. He may be confidently relied upon to bring a brand new crop of theories with him.

Many Speakers for Liberty Loan.

Speakers for the Fifth Liberty Loan are being obtained by E. T. Tomlinson, chairman of publicity for the eight sub-districts of the Second Federal Reserve district. They will include women, returned soldiers and well known civic leaders. In each district Mr. Tomlinson has appointed chairmen, all well known publishers or advertising men, who are expected to put on a winning selling campaign.

Three Bodies Taken Out of Wreck.

The bodies of the three men killed in the wreck of a Lehigh Valley freight train on the West Shore connecting line in Jersey City Saturday night were taken from the wreck yesterday after the steel girders of the cars, which pinned the men down, had been cut by scissor-like torques. The men were John Crochran, the engineer, of Front street and Cartwright avenue, Jersey City; Edward Ahern, the conductor of the train, of 511 Jersey avenue, Jersey City; and Thomas Hart, the fireman, of Johnson avenue and Monitor street, Jersey City.

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UNIVERSITY UNION
GETS SITE IN PARIS

French Capital Gives Land Valued at \$100,000.

News has been received that the project of making the University Union in Europe a permanent establishment is now assured of complete fulfillment. It is announced that the city of Paris has given the union a building site valued at \$100,000.

This gift has been formally accepted on behalf of the Union by its treasurer, Henry H. Thompson, of the Princeton board of trustees, who is now in Paris. A building of handsome design will be erected on the site. Plans for the structure have already been drawn.

Great results are expected from the permanent establishment of the union in the French capital, among them being a closer relationship between American and French educational systems and the development of a university of the future. The institution will also be the means of bringing closer together American and French educators, the increase of exchange professorships and the development of ideas beneficial to the relations between the two countries.

In addition the union will contribute also to the spread of European culture and its various manifestations in this country so that there will be a fuller understanding of all the educational movements taking place on the other side of the water.

The union will provide a long needed home for American students in Paris, will act as a bureau of information on American universities for the benefit of French students and will facilitate the working out of scholarships.

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THE ROYAL VAGABOND A SATIRE OF COMIC OPERA.

COHAN & HARRIS Broadway & 42nd St. Eves. 8:30. Mat. 2:30. **THE SMOOTHEST GIRL THAT EVER CHARMED NEW YORK**

FRANCES STARR in "TIGER! TIGER!" A New Play by Edward Knoblock

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